

May 16, 2009

Group 4

- Need to improve bike routes
 - Bicycle access through MLK/Rainier Corridor, up MLK (North of McClellan) to link to I-90 LID/Trails to downtown and Capital Hill.
- Link parks surrounding Rainier Valley.
 - Ring of Parks
 - Green Circle
- Intense Streetscapes within ¼ mile of Station
 - Sidewalks, wide
 - Lights, streetlights
 - Trees
 - Signage
- Trail ramp at 23rd on MLK LID/Park too steep to meet sidewalk
- Curbs along Rainier are too low, terrible drainage, tough on Pedestrians
- Conflict between MLK bike rough and "Bypass" idea
- Dislike "cookie cutter" square buildings
- Gradations to the neighborhood, create better transitions between areas of higher and lower intensity of development; ensure that new construction is sensitive to existing and/or desired context
- Need wider side setbacks to ensure enough room to make repairs
- No one wants to live in a city where everything looks the same, but new development needs to complement existing, desired patterns
- Variety of roof heights
- Focus intensity to station area
- Form based coding at station areas
- Larger/taller buildings adjacent to park and greenways can be desirable – for views and placed for people to walk

Group 4 Key Points

1. Transitions to surrounding Neighborhood
2. Pedestrian/Bike access separated from traffic
3. Density and height focused at station area and near greenbelt and Rainier
4. Integrated open space view corridors and access points to green belt
5. Design: Define street edges and corners, vary building heights and facades. Break up super blocks, form based code
6. Improve drainage